

CLASSIFICATION

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REPORT

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COUNTRY Bulgaria/Rumania/USSR

DATE DISTR. 2 February 1953

SUBJECT 1. The Black Sea Coast from Odessa to Burgas
2. The Port of Burgas
3. Miscellaneous Information

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(LISTED BELOW)PLACE
ACQUIRED

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SUPPLEMENT TO
REPORT NO.

THIS IS UNEVALUATED INFORMATION

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25X1 The Black Sea Coast from Odessa to Burgas

1. The sea area between Odessa and Cape Fontana is a zone restricted for Navy maneuvers.
2. Three new petroleum derricks are under construction approximately five miles north of Cape Kaliakra and about one-half mile inland. The first of these derricks, which has a trellis form, is approximately five miles from Cape Kaliakra; the second is five miles from the first, and the third is approximately one mile from the second. The third derrick is located in the immediate vicinity of the Shabla lighthouse and is such as to be mistaken for the lighthouse itself (see Appendix A, page 4). This evidently indicates the discovery of new oil deposits in Bulgarian territory, which, through their proximity to the Bulgarian-Rumanian border, may be considered to be an extension of the Rumanian oil fields.

25X1 3. From Kaliakra to Burgas, with the assistance of a local pilot, the ship followed
25X1 a coastal route approximately one mile out for a distance of about 60 miles. No
25X1 details of this section were noted, except for three sunken hulls near the mined
zone in front of Varna, of which two, not visible, were pointed out by the pilot
(see Appendix A, page 4). One of these hulls has already been raised

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25X1⁴. Two wooden towers three or four meters high are clearly visible on the hills between the radio station at Cape Kaliakra and Balchik. The first of these towers is two or three miles from Cape Kaliakra, above Kavarna, while the other is slightly nearer Balchik (see Appendix A, page 1).

25X1 [redacted] The first of these
25X1 towers, which is located slightly closer to Balchik, seems to be constructed to
facilitate orientation on the coastal route [redacted]

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- 25X1 5. The existence of an airfield is confirmed in the vicinity of Cape Fontana, at one or two miles from the coast, toward the interior. Informant observed searchlights with vertical beams by night and by day he observed planes taking off. Among these planes were fighter and jet aircraft. Ten of these planes were seen flying above Odessa during the day in groups of two or three at a time. However, large bombers were not noted.
- 25X1 6. [redacted] no [redacted] other important airfields are located along the coast between Odessa and Burgas.
7. All the Soviet ships which come from the eastern part of the Black Sea make landfall one mile from Cape Fontana and then follow the coastline to Odessa. This route is also followed on the return trip. The exact reason for this is not known, but it is thought that this route bears with the radio-beacon of Cape Fontana.
- 25X1 8. Several houses are located on the islet at the entrance to the mouth of the Dnestr River (shown as letter "F" on the sketch in Appendix A, page 4). Since these constructions are set up in a lengthwise direction, it is possible that they are barracks. [redacted] 25X1
- 25X1 [redacted]
- The Port of Burgas
- 25X1 9. The outlines indicated by a zigzag pattern on the sketch enclosed herewith as Appendix B on page 5 correspond to the outlines of the port [redacted]
10. A net of barrels which is provided with a cable is located at the entrance to the port, connected to the land on the right side of the south mole, near the green light. It is not a true and exact obstruction but only a sort of "door" which is closed by means of a motorboat to the head of the left mole under the red light.
11. No defense system was noted at the head of the mole.
12. One small motorship of approximately 1,000 tons, being unloaded, was fastened at mooring post "Number 1" at the head of the west mole. One oil pipeline, not covered with earth, is located on the dike; informant could not trace the line after it passed over the dike.
13. Only tankers load at this dike.
14. At mooring post "Number 2", the small tanker ESPERANCE was noted unloading its liquid cargo directly into tank cars because of the absence of a pipeline in the vicinity.
15. Only small naval boats of the PT type were noted at mooring "Number A" and, near the basin, a recently constructed building two stories high was noted as being used as a barracks.
16. The port police are located in the small 1-story building "B" which is located at the head of the 400-meter-long north quay. Stairways for boarding passenger ships are located on two sides of the quay.
17. Building "C" in the north part, and within the walls, of the port, is a 2-story structure which houses the police. Building "D" which is a 1-story structure covering a larger area than building "C", houses the customs offices, the port command, and the dock-workers administration. Above the building is located the Burgas radio station of which the antennas are visible. This station does not dispatch commercial traffic; traffic to Burgas is handled by the Varna radio station.
18. A small police detachment for the control of traffic into and out of the port area is located in the small building next to the port gate.

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19. The two 1-story sheds "E" and "F" are warehouses for wheat, while the 3-story building "G" is a warehouse for tobacco and miscellaneous goods. The 1-story shed "H", which has a lower loading floor, is a tobacco warehouse. The small 1-story shed "I" which is located along the 200-meter-long quay in the eastern part of the port, is a storehouse for various merchandise.
20. Numbers 1, 2, 3, 4, and 5 along the main quay of the port indicate mooring posts along the side for merchant ships.
21. The middle of the water-surface of the port which is 24 meters deep contains two mooring buoys approximately 120 meters apart.
22. Along the quay at numbers "4" and "5", indicated by a cross-pattern on the sketch, informant noted two motor-driven mobile cranes of 15-ton capacity on wide-gauge tracks between which runs the main rail line out of the port area.
23. Another two cranes of the "capra zoppa" type, electric, 3-ton capacity, roll from half-way along the main quay and up to the west side and are also crossed by the spur line which joins the main rail line as well as another line which runs along the quay.

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27. Approximately 200 laborers were working in the port of Burgas in three continuous 8-hour shifts; they were achieving good productivity in spite of their complaints against living conditions and insufficient pay. Food, clothing, shoes, cloth, etc. are in short supply.
28. The police are not very severe and consist in general of military personnel permanently assigned to this service. A certain Ivanov who is intensely Communistic is the director of the Maritime Agency.

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Comment: [redacted] the trellis-towers which are located on the hills near the coast on both sides of Cape Kaliakra, and which at one point are confused with the Shabla beacon, are towers which might belong to a radar network. [redacted] this report, however, says that these installations are definitely not radar but rather are petroleum derricks set up in the newly-discovered Bulgarian extension of the Rumanian oil fields.

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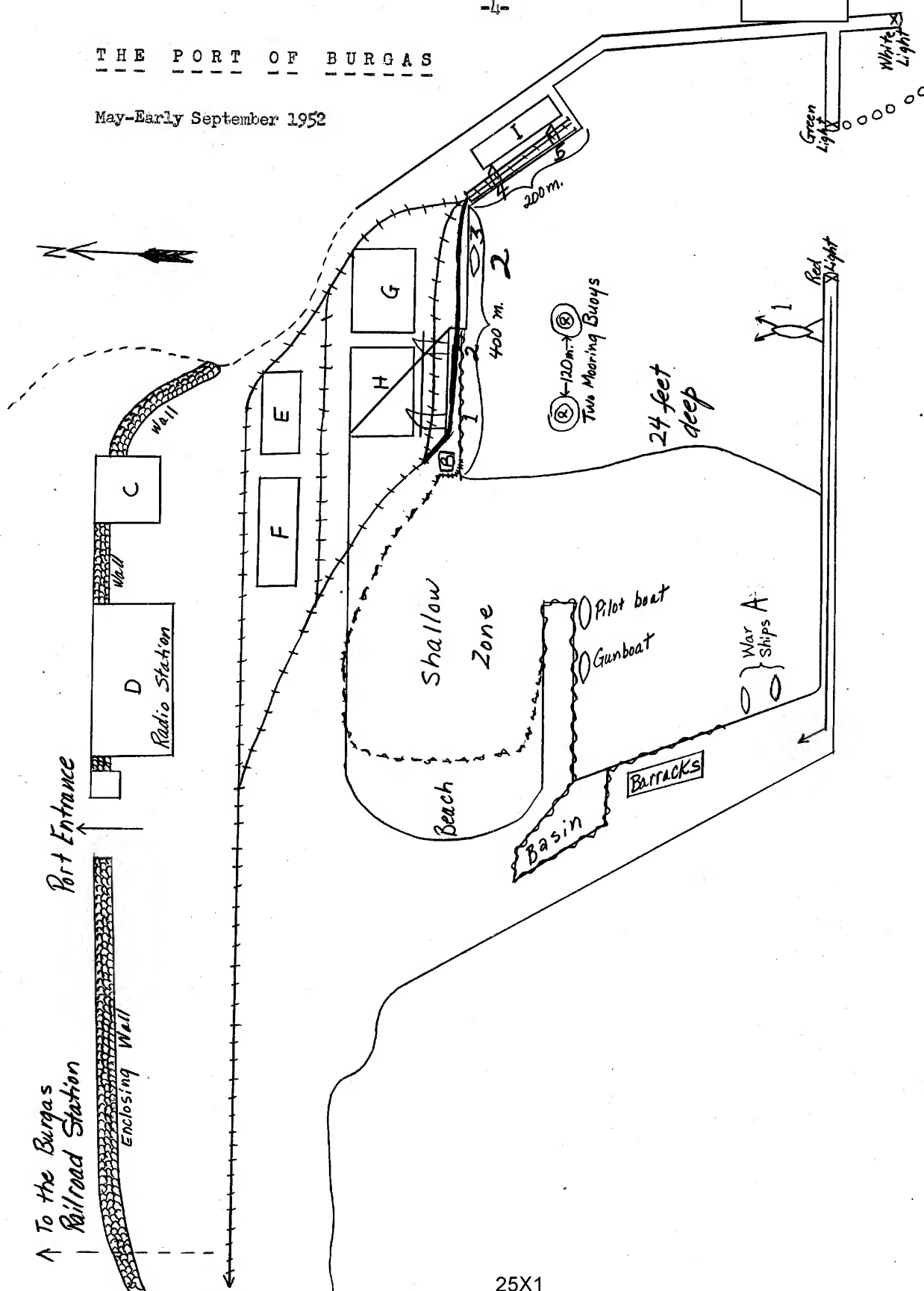
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THE PORT OF BURGAS

May-Early September 1952



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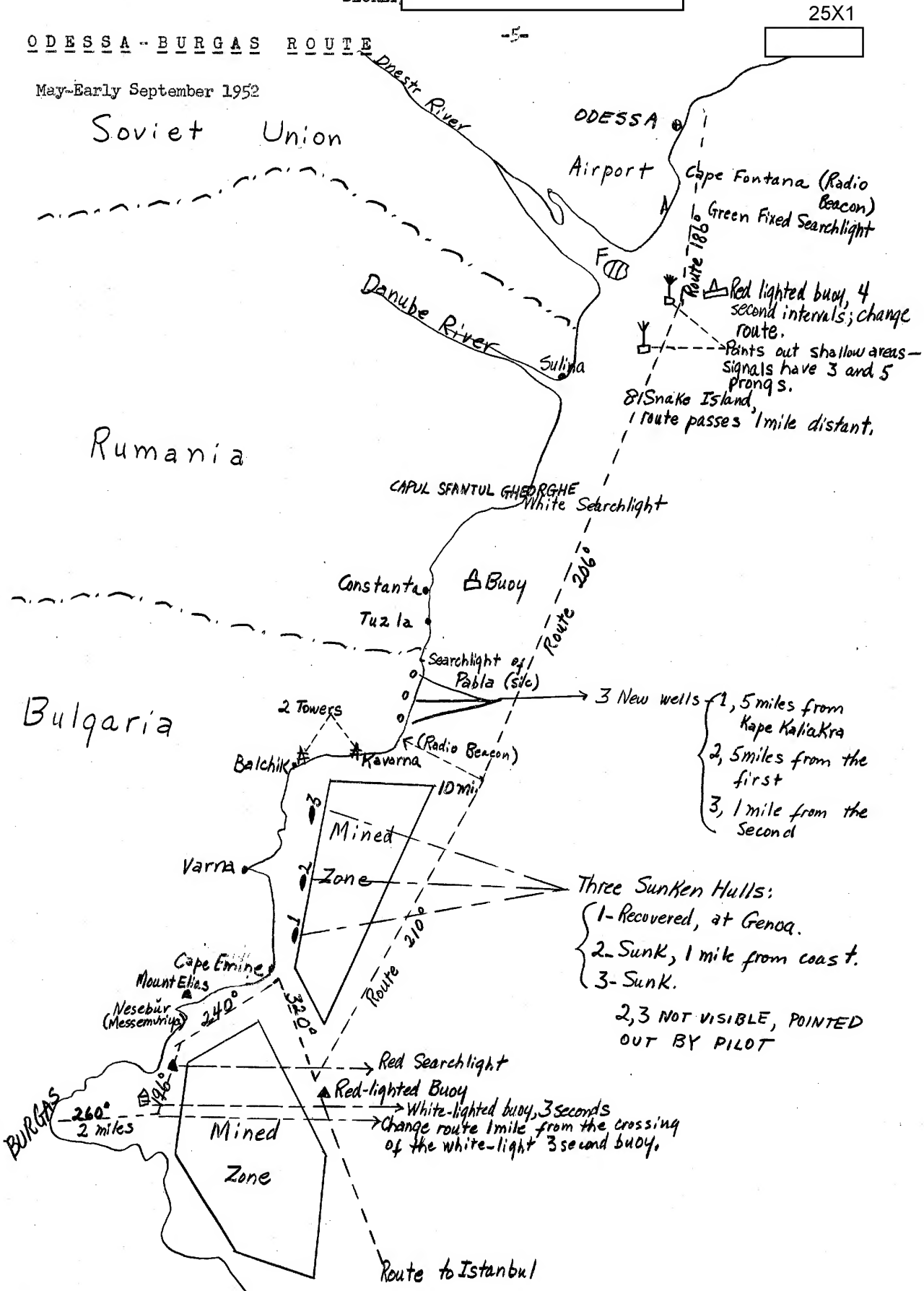
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ODESSA - BURGAS ROUTE

May - Early September 1952



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